

CHINA



MAIL.

Established February, 1845.
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日十二月正年寅戊

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ladgate Street. R. C. BATES, HENDY & CO., Old Jewry, E.C. SAMUEL DRACON & CO., 160 & 164, Leadenhall Street.
PARIS AND EUROPE.—LEON DE ROBERT, 19, Rue Monsieur, Paris.
NEW YORK.—ANDREW WILD, 133, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
SINGAPORE AND STRAITS.—SAYLE & CO., Square, Singapore. C. HENRIKSEN & Co., Manila.
CHINA.—SWANSON, CAMPBELL & Co., Amoy. WILSON, NICHOLS & Co., Foochow. HEDON & Co., Shanghai. LANE, CRAWFORD & Co., and KELLY & WALES, Yokohama, LANK, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman.—F. D. SASSOON, Esq.
Deputy Chairman.—W. H. FORBES, Esq.
E. R. BELLON, Esq. Hon. W. KESWICK, Esq.
H. L. DAINIELS, Esq. ADAM LIND, Esq.
H. HOFFME, Esq. WILHELM REINER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
For Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation.
No. 1, Queen's Road East.
Hongkong, February 14, 1878.

Notices of Firms.

NOTICE.

MR. HORATIO GAY JAMES was admitted a Partner in our Firm on the 1st January, 1878.
GEO. R. STEVENS & Co.
Hongkong, January 5, 1878.

NOTICE.

MR. H. F. MEYERINK has been admitted a Partner in our Firm from this Date.
MEYER & Co.
Hongkong, January 1, 1878.

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a Partner in our Firm on the 1st July, 1877.
DOUGLAS LAPRAIK & Co.
Hongkong, September 22, 1877.

NOTICE.

I HAVE This Day established myself at this Port as a MERCHANT and COMMISSION AGENT, under the Style or Firm of GEO. R. STEVENS & Co., who will henceforward conduct the Agency of the AUSTRALASIAN STEAM NAVIGATION COMPANY.
G. R. STEVENS.
Hongkong, December 29, 1877.

NOTICE.

I HAVE This Day established myself at this Port under the Style or Firm, WEST POINT IRON WORKS, ENGINEERS AND BOILERMAKERS, by WILLIAM DUNPHY & Co., late Manager of the Novelty Iron Works, Hongkong.
W. DUNPHY.
Hongkong, December 10, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo. Pp. 202.—By ERNEST JOHN EYRE, Ph.D. Tubingen.
Price: Two Dollars and a Half.
To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALES, Shanghai.
Hongkong, February 8, 1877.

For Sale.

LAMMERT, ATKINSON & Co. HAVE FOR SALE.

A LARGE ASSORTMENT OF AMERICAN COOKING & PARLOUR STOVES.

FENDERS and FIRE IRONS.
Superior California LAMBSWOOL BLANKETS.
FAIRBANK'S SCALES, from 400 lb. to 2,000 lb.
BRUSSELS and TAPESTRY CARPETS, various patterns.
VELVET and TAPESTRY SOFA CARPETS and RUGS.
DOOR MATS.
HORSE BLANKETS.
Central and Pin-fire CARTRIDGE CASES.
GUN-WADS, PERCUSSION CAPS.
STATIONERY, of every description.
BOOKS.

WORKS OF REFERENCE.
NOVELS. SCHOOL BOOKS.
SHEET MUSIC and SONGS.

French APPLES, and LEMONS.
SALMON BELLIES, in Kits.
MACKEREL, TONGUES & SOUNDS.
Family PIG PORK, and Prime MESS BEEF, in Kegs 26 lb. each.
Caviare, SARDELLS, and Spiced ANCHOVIES.
Prime American BACON and HAMS.
Cutting JAMS and JELLIES Assorted.
GRAHAM FLOUR, CORN MEAL, RYE MEAL, &c., &c.

Canned Dessert FRUITS.
Compressed CORNED BEEF, and BEEF TONGUES.
PICKLED SALMON, in Quantities to suit Purchasers.
CROSS & BLACKWELL'S OILMAN'S STORES, of every kind; Fresh Supplies received by every Steamer.
CLARET in Cask, (BARDOL), Superior Quality.
BARCLAY PERKIN'S PORTER, in Hogsheads and Kilderkins.
GUINNESS'S STOUT, Bottled by E. & J. BURKE, in Pints and Quarts.
Bass PALE ALE, Bottled by CAMERON and SAUNDERS, in Pints and Quarts.
&c., &c., &c.

Hongkong, January 8, 1878.

FOR SALE.

LARGE TAKASIMA COAL.
Ex Godown at \$8 PER TON.
Apply to
THS. G. GLOVER,
No. 7, Queen's Road Central, and East Point.
Hongkong, February 18, 1878.

COAL.

BEST QUALITY CARDIFF STEAM COAL for Sale, ex Godown.
Apply to
BATTLES & Co.
Hongkong, December 3, 1877.

WASHING BOOKS.

(In English and Chinese.)
ASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.
CHINA MAIL OFFICE.

Auctions.

LAMMERT, ATKINSON & Co. have received instructions to sell by Public Auction, on
SATURDAY,
the 23rd Instant, at Noon,—
The British Barque
"ALPHINGTON"
of 326 Tons Register, or of about 8,000 casks CARRYING Capacity, with all her tackle, APPLIES and INVENTORY.
The Vessel was Built under Lloyd's special survey at Berwick-on-Tweed in 1856, Classed 12 years A. 1. at Lloyd's and continued in 1868 A. 1. for 5 years.
She was Remetalled over Felt in London in July, 1875.
Terms.—One-third of the purchase money to be paid on fall of the hammer, the remainder upon Transfer being effected. The Vessel is at Purchaser's risk immediately after fall of hammer.
Hongkong, February 10, 1878.

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Hongkong, February 10, 1878.

Intimations.

WANTED.
TO RENT from the 1st of March for a month or two, a FURNISHED HOUSE on the Hill, if possible with Garden.
Address: "Furnished House," care of Office of this Paper.
Hongkong, February 14, 1878.

WANTED. in a Mercantile Firm, an ASSISTANT, capable of understanding Correspondence, and with a knowledge of general business.—Address "A. B.," Office of this Paper.
Hongkong, February 15, 1878.

Intimations.

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TO RENT from the 1st of March for a month or two, a FURNISHED HOUSE on the Hill, if possible with Garden.
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Hongkong, February 14, 1878.

LANE, CRAWFORD & Co.

GENERAL STOREKEEPERS.
WINE AND SPIRIT MERCHANTS.
NEWS AGENTS.
AUCTIONEERS.

Agents for
THE LONDON AND CHINA EXPRESS.
THE OVERLAND MAIL.
THE HOME NEWS.

General Commission Agents.
Commissions and Orders from the Coast and Out-ports attended to with care and promptness.

Hongkong, February 9, 1878.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 8% or \$2.25 per SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held This Day, will be Payable at the Hongkong & Shanghai Banking Corporation on and after MONDAY, the 28th Instant.
Shareholders are requested to apply at the Office of the Company for Warrants.
By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.
Hongkong, January 26, 1878.

THE HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878.
SEALED TENDERS to be sent in on or before the 31st March, 1878, to the Secretary of the Hongkong Hotel Company, Limited, who will supply any information required.
By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, September 15, 1877.

G. FALCONER & Co.

WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
46, Queen's Road Central.
Hongkong, February 20, 1878.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.
Prescriptions Dispensed with Carefulness and Prompt Attention.
PRATA WEST, HONGKONG, Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BROWN, Secretary.
A. A. HAYES, Jr., General Manager, for China and Japan.
PRINCIPAL OFFICE,
120, BROADWAY, New York.
Assets.....\$31,700,000
Surplus.....\$ 5,500,000

THE Undersigned having been appointed Agents in Hongkong, China, for the above Company, are prepared to accept Risks at greatly reduced rates and upon terms very favourable to the assured.
For full information and particulars, apply to
OLYPHANT & Co.,
Agents.
Hongkong, January 21, 1878.

KWONG HING CHEUNG & Co.

COAL MERCHANTS.
Have always on hand for Sale every description of COAL at Moderate Prices.
Mr. ASHUR has been appointed Manager, and all Orders addressed to him at 57, FAYAT, or to Mr. FAR JAM, at 30, Hing Lung Street, will receive immediate attention.
Hongkong, March 15, 1877.

Intimations.

HONGKONG HORTICULTURAL EXHIBITION SOCIETY.

THE ANNUAL FLOWER and VEGETABLE SHOW will be held in the PUBLIC GARDENS on FRIDAY, the 22nd, and SATURDAY, the 23rd February.
ADMISSION.
FIRST DAY.....ONE DOLLAR.
SECOND DAY.....FIFTY CENTS.
Payment at the Gates, or Tickets may be had of Messrs. LANE, CRAWFORD & Co. Any information required by intending Exhibitors can be obtained by applying to
W. M. B. ARTHUR,
Hon. Secretary.
Hongkong, February 7, 1878.

AFONG, PHOTOGRAPHER.

By appointment, to
H. E. SIR ARTHUR KENNEDY, Governor of Hongkong; and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,
Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex S. S. Tyne, Revolving Standard Albums, Armorial Monograms and Postage Stamp Albums, Russia Leather, and carved-wood Albums, Cases and Frames, also Albums for Cabinet Portraits. In Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.
Hongkong, August 24, 1877.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN of CAPITAL at the Rate of FIVE TABLS per SHARE will be made to Shareholders of record on the 1st October, Payable at the Office of the Liquidators, on the 8th Inst. Warrants will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.
The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, inclusive.
By Order,
RUSSELL & Co.,
Liquidators.
Shanghai, October 2, 1877.

To Let.

TO LET.
SMALL GODOWN IN DUBBEL STREET.
Apply to
KYLE & BAIN,
Ice Houses.
Hongkong, February 7, 1878.

TO LET.
HOUSE No. 9, Queen's Road Central, with Godowns attached.
House No. 2, Peddar's Hill.
House No. 2, Seymour Terrace.
DAVID SASSOON, SONS & Co.,
Hongkong, January 4, 1878.

TO LET.
THE Dwelling House and Offices No. 1, D'Agular Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co. Three Offices, in Club Chambers. The Bungalow No. 1, Old Bailey Street.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, February 6, 1878.

Shipping.

Steamers.

MONTHLY SERVICE.
TO PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE, Taking Cargo and Passengers for all Australian and New Zealand Ports, TASMANIA, FIJI and NEW CALEDONIA.
The Australasian Steam Navigation Company's Chartered Steamship
"BERTHA,"
E. G. LAMBERT, Commander, will be despatched as above on SATURDAY, the 23rd Instant, at Noon.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.
Hongkong, February 1, 1878.

FOR MANILA.
The Spanish Steamship
"BUTUAN,"
will have immediate despatch for the above Port.
For Freight or Passage, apply to
J. T. V. SHAW,
Agent.
Hongkong, February 4, 1878.

Shipping.

Steamers.

FOR LONDON AND HAMBURG VIA SUEZ CANAL.
The German Steamship
"GALATHEA,"
BOHM, Master, will be despatched as above on or about the 1st of March next.
For Freight or Passage, apply to
Wm. PUSTAU & Co.,
Agents.
Hongkong, February 13, 1878.

The Eastern and Australian Mail Steam Co.'s Str.
"SOMERSET"
will be despatched from SINGAPORE for BRISBANE, SYDNEY and MELBOURNE, (calling at the usual Australian Coast Ports), on the 5th Proximo.
For Freight or Passage, apply to the Undersigned, who are prepared to grant through Bills of Lading.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, February 20, 1878.

Sailing Vessels.

FOR VICTORIA (V. I.)
The 41 American S. M. Schooner
"MIGNON,"
Capt. SOUZA, having the greater portion of her Cargo engaged, will have immediate despatch as above.
For Freight, apply to
ROZARIO & Co.,
Hongkong, February 9, 1878.

FOR LONDON.
The 100 1/2 British Ship
"BROOMHALL,"
H. BATE, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.,
Hongkong, January 7, 1878.

FOR LONDON.
(To follow the Broomhall).
The 41 British Bark
"FALCON,"
DAVID BARRY, Master, will load here and have quick despatch.
For Freight, apply to
MEYER & Co.,
Hongkong, February 8, 1878.

FOR LONDON.
The 41 American Ship
"ALICE M. MINOTT,"
WHITMORE, Master, will have quick despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Hongkong, February 8, 1878.

FOR PORTLAND (OREGON).
The 41 British Ship
"CITY OF HALIFAX,"
EVANS, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Hongkong, January 30, 1878.

FOR SAN FRANCISCO.
The 41 American Bark
"B. F. WATSON,"
HAWKINS, Master, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Hongkong, January 30, 1878.

FOR NEW YORK.
The 41 German Bark
"NAGARA,"
WINKHUSEN, Master, will load here for the above Port, and will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Hongkong, January 30, 1878.

FOR PORTLAND (OREGON).
The 41 British Bark
"LADY BOWEN,"
FOX, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Hongkong, January 30, 1878.

FOR HAMBURG.
The 41 British Bark
"ANTIPODES,"
Captain WRENTH, will load here as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.,
Hongkong, January 28, 1878.

had been there before and taken to the Supreme Court for the case to be opened. The Judge, however, set aside this hearing, and the prisoner remained in goal under the summary conviction. He will doubtless be dealt with a little less mercifully on this occasion.

LARCENY FROM THE PERSON.

Cheng Ayan, a hawker, was committed for trial on a charge of stealing a one dollar note from the person of W. S. Hyde, a seaman belonging to the British barque *E. F. Bowrie*. The prisoner admitted a previous conviction, and reserved his defence.

UNLAWFUL POSSESSION.

Ap Ayau, a coolie, was sent to 3 months' hard labour, in default of a fine of \$5, for being found in possession of about 20 lbs. of old copper and composition balls at the Cosmopolitan Docks.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Lordship the Chief Justice Sir JOHN SMITH.)
21st February, 1878.

Regina v. Leong Ahn.

The prisoner was arraigned on a charge of stealing a pair of shoes. He pleaded not guilty.

The following gentlemen were empanelled as a jury:—Messrs A. McEwen, A. E. Vacher, H. M. Bastos, J. P. N. da Silva, J. Grant, O. E. Page, and A. F. Ribeiro. The Jury found the prisoner guilty, and he was sentenced to 2 years' imprisonment with hard labour.

Regina v. Un Ahong & Ip Ahung.

The prisoners were arraigned for stealing a hat from the person.

Both prisoners pleaded not guilty, but the Jury found them guilty. There was one previous conviction entered against the first prisoner, but Mr. Francis, who officiated for the Attorney General, entered a *nolle prosequi* on this count, and he was sentenced to one year's hard labour. The second prisoner, who pleaded guilty to three previous convictions, was sentenced to two years' hard labour.

IN ADMIRALTY.

(Before Mr. Justice Snowdon.)
21st February, 1878.

IN RE THE CARGO EX S. S. "JAPAN."
This was a claim for salvage on certain treasure recovered from the wreck of the P. M. S. S. *Japan*.

The Queen's Advocate, the Hon. G. Phillips, instructed by Mr. A. B. Johnson, proctor, appeared for the promovers, Messrs. Bates & Co., and others.

Mr. Haylar, C. O., instructed by Mr. Bratton, appeared for the impugners, the China Traders' Insurance Company, and other local insurance companies interested in the insurance of the steamer.

Mr. O. L. Gorham was called:—I was employed in the P. M. S. S. Company, but am now in the employ of Messrs. Russell & Co. I was on board the S. S. *Japan* at the time of the accident. I was freight clerk on board. The weather was rough; it was blowing N.E. with a heavy sea.

By Mr. Haylar:—I am not a nautical man. I do not know the exact point or direction of the wind at the time of the accident. I did not look at the compass. It occurred about 1.30 in the night time, and the Captain's boat was the last to leave. The fire broke out amid ships, but I think there was communication on the weather side from one end of the ship to the other.

We were picked up by a junk, which cruised round till 12 o'clock next day. We did not see the steamer sink. We went to Swatow first, thence to Hongkong. I did not sign the extended protest at Swatow before the Consul.

By the Court:—We did not see land the evening before the accident, nor did we see land when we were in the junk. We saw the burning ship during the night but gradually lost sight of her in the morning.

Mr. W. Wilson was called to prove the positions of a certain chart. This witness was not an expert on nautical matters. He was an architect and he was asked to give evidence on nautical matters.

The Attorney General said it was only a question of measurement.

His Lordship said the evidence should be taken for what it was worth.

It was then proposed to put in the chart with these positions drawn on it.

Mr. Haylar objected.

His Lordship said it was always dangerous to exclude evidence. He would admit it, subject to Mr. Haylar's objection.

Capt. James Henry Oromwell was next examined:—I am a master mariner. I was Chief Officer of the *Sea Gull* at the time she was employed as a tender to the vessel searching for the wreck of the *Japan*. The wreck was situated Lat. 22° 28' N., and Long. 116° 20' E., distant 21 miles from Brooker Point.

Capt. E. Burns was called:—I have been employed in Messrs. Douglas Laiprak's for 16 years. During the time I was so employed, I went up and down the Coast constantly. I am now the marine surveyor for the Government, and for Lloyd's. If the wind was blowing a N. E. monsoon, a vessel on fire and abandoned would be driven before the wind, and then settle down. If the wheel of a steamer was found the remainder of the wheel would naturally be looked for to the leeward, but this is a difficult question to answer. I should think the wheel would sink with the ship, and I should expect to find it with the steamer. If I could not find the remainder of the ship with the wheel and where I found the wheel, I should expect the balance of the ship to be in the neighbourhood.

By Mr. Haylar:—The currents about this part are very strong and in all directions. I have never been out from land so far as the scene of the wreck, except in the summer months, so that I cannot give an opinion as to the effect of the current and wind there. I should not have expected that the hull of the ship would lie 11 miles from the wheel, and I should think the paddle wheel would lie together with the ship. I have seen several wrecks.

By the Attorney General:—I have never had a wreck of a steamer with paddle wheels; I should have thought the hull would have been in the neighbourhood, if a paddle had been found near it.

Captain Thos. Lefavour was recalled and said:—When I found the wheel in the water, I was sure that it was that of the *Japan*, it being so new, and appeared to have been in the water for about three months. There was very little rust on it. I am sure the wheel found was the port wheel of the *Japan*.

Captain John Simons was called: I am a master mariner and am a pilot for the French steamers between Hongkong and Shanghai. With a N. E. monsoon the wreck would be lying S. W. N. E. monsoon was not the best time to search for the wreck, but it was feared that the ship might settle on the mud. To the best of my knowledge the whole of the Coast is mud.

Mr. O. H. Stennard was called: I was a partner in the late firm of Broadbear, Anthony & Co. Our firm had the management of this expedition. Mr. Bates and ourselves were always consulting together. We decided on fitting out this vessel in January 1875. It had been talked about between us a long time before we fitted it out. We wanted to send the *Scotland* out as soon as possible because we were afraid that the wreck might settle down on the sand and mud. We wanted to get away as soon as possible as we heard from Capt. Sands, who happened to return from Shanghai, that he was told by Captain Simons that another was being fitted out in Hongkong. I was on board the *Scotland* when notice was received by Captain Holcombe, sent by Messrs. A. Heard & Co. We were just raising the anchor then. A notice to the same effect was received by Messrs. Broadbear, Anthony & Co. Some time afterwards Mr. Bates took the letter to Mr. Bratton. Witness then gave evidence as to the engagement of divers and to the arrival of Captain Roberts on behalf of the underwriters. He came to the place some time after witness' expedition got there. Witness had not spoken to Captain Roberts.

By Mr. Haylar:—Capt. Holcombe was the master of the *Scotland*. I know him two years before this, and have known him since. We fitted out the *Scotland*, and bought the vessel for him. He has not paid us. I am not aware that Capt. Holcombe ran away from the Colony in consequence of a writ. Our firm went into bankruptcy and made over our debts to Messrs. Melchers & Co. Capt. Holcombe left the *Scotland* before an attempt was made to serve a writ on him. I do not know that he went over to Siam or to any island in order to get out of jurisdiction. Mr. Emory was supposed to take a share from the beginning. I was told Capt. Warsaw had been up to Swatow. I cannot say when. I cannot tell whether I heard it before or after we fitted out our expedition. I cannot swear whether I heard it before or after. I did not hear that Capt. Warsaw had offered rewards to some fishermen to find the wreck. I had no interest in the *Japan* or her cargo. But we fitted out the expedition after legal advice was taken. Our firm held two shares in the expedition.

Mr. Haylar then opened the case for the underwriters. He began by explaining the position between the underwriters and the owners of goods in case of wreck and abandonment. The underwriters had the right to take possession of such abandoned goods, especially treasure, for themselves and the other owners. The Captain of the abandoned ship became the agent of the owners from the moment of the casualty, and it was the duty of the Company to protect the interest of the underwriters to the utmost of its power, and if the agent of the P. M. S. S. Company, Mr. Emory, instead of joining the other party hostile to the interests of the underwriters, had done his duty towards them, they might have been saved much worry and trouble. As to the promovers' petition, they never claimed in it that they even found the wheel but that it was first found by some fishermen, and if any one was entitled to be remunerated, it was these fishermen, and not the *Scotland*, which was not at all necessary in this finding. The same information might have been obtained by the underwriters from the fishermen without the intervention of the *Scotland*, which was not only unnecessary for the work, was moreover interfering with the underwriters, who were in consequence put to great expense and trouble, as this expedition rendered it necessary for the underwriters to keep their eye on it for three months before they could undertake the work of salvage themselves on the arrival of their divers, costing them some \$12,000. Then Capt. Roberts who happened to be in the Colony having finished the important work of raising the *Alaska*, was engaged, and he adopted the excellent mode of dragging the ocean, which would have succeeded in finding the wreck and did in point of fact find it, as on one stormy night the drags were broken over some obstacle, and this was found to be the wheel of the steamer. Now, the first principle of salvage was that the first person could not prevent the coming in of the second salvor, unless he could perform the work himself successfully. The promovers only employed local divers, but it was well known that no diver out here could go down 28 fathoms, a feat excessive perilous and difficult to perform. It required a man of extraordinary health and strength to stand the pressure of the water, which was known to be 15 lbs. to the square inch every 80 feet depth of water. Then there were all the perils of difficulties of going into the hold of the *Japan* groping for the treasure. These operations, therefore, required most skilled men from Europe, such as those in the employ of Lloyd's Salvage Association. As to the promovers' retreating from the expedition, they said it was to avoid a collision with the underwriter's party, but the fact was, not having the skilled divers, they were unable to proceed with the work, and to say that they retired because they wished to avoid a collision was putting a colouring to the case which was most unjustifiable. The next point the learned counsel addressed himself upon was that the discovery of the wheel was no indication of the locality of the hull, as shown by the fact of Captain Roberts having to work indefatigably for 61 days before he came upon the wreck, and these operations for 61 days entailed a further expenditure of \$80,000. The next point was the great difficulty of raising the treasure, which was in tanks at the bottom of the ship, so that the finding of the wreck would avail nothing unless the treasure could be raised, which was an operation of extreme difficulty. The promovers knew this and knew that the value of all the treasure saved was absorbed in the expense, and the learned counsel did not know why they should still bring the action. He considered them to have been guilty from beginning to end of misconduct in interfering with the impugners. Their misconduct was so grave that he hardly knew what to call it; it was wreckage. For this reason he asked that the least the Court would do was to condemn them with costs.

The Court was then adjourned till 2 1/2 p.m.

When the Court resumed, Mr. W. H. Bay was called for the impugners. I am the

Secretary of the China Traders' Insurance Company. I am familiar with the salvage operations of the *Japan* from the beginning to end. I was in charge of the Marine Insurance Department when in the employ of Augustine Heard & Co. The Company had a lien of \$45,000 on the treasure, and \$26,000 on the quicksilver by the S. S. *Japan*. We heard of her loss and paid the insurance to the owners. I saw Capt. Warsaw; he told me it was quite possible to save the treasure. He showed me on a chart the position he thought the vessel was lost. He made a parallelogram and it turned out that the wreck was found within a radius of three miles of the spot he pointed out. Capt. Warsaw spoke to me about the salvage undertaking, and I was afterwards informed that some information had been obtained at Swatow as to the position of the wreck. I saw the agents of the different local companies interested in the vessel. The total amount was \$133,000, besides \$60,000 in the Home Mutual Assurance Company, and \$25,000 in our Company on the quicksilver. When I heard that information was obtained about the wreck, Capt. Warsaw was sent on the undertaking of salvaging. I wrote the letter of instruction, produced. Capt. Warsaw is now in America. We paid the \$30,000 mentioned in the letter through the Hongkong and Shanghai Bank. On the 5th and 9th January 1876, I received two letters from Captain Warsaw, who returned from Swatow on the 9th. He had not found the wreck; all the insurance companies came to the conclusion of making further search of the wreck, but not then. Mr. George Heard happened to be going home, and it was arranged that he should engage the services of Captain Templar, who was employed by the London Salvage Association. Mr. Heard met him sooner than he expected, as Capt. Templar happened to be in Galley. Capt. Templar had been out here engaged to save the *Dumail* and the *Zon*. I heard very privately of an expedition being formed by some persons here to save the wreck of the *Japan*. I did not know who were the partners in it, but I knew that Broadbear, Anthony & Co. were the managers. It was not talked about in the streets, and I received the information as a secret. I then wrote the notice to Capt. Holcombe and delivered it myself on board the *Scotland*. There was no sign of the ship getting away; on the contrary the deck was lumbered up and some carpenters were working on board. I delivered the letter to the chief officer, having been told that the Captain was not on board. I then delivered another notice to Broadbear, Anthony & Co. I despatched the *Loiterer* to the scene of the wreck and chartered the *Aden* from Shanghai to search for the wreck. I also made arrangements to have the *Yotung* placed at Capt. Warsaw's disposal at \$950 a day. During the season for three years, I had not heard of the expedition, though had it not been for the other one. This was because it was not the proper season, and we were without proper divers. When we learnt that the *Scotland* was determined to go, we thought it best to send a vessel there to protect our interest by keeping an eye on the *Scotland* expedition. The cost of this was \$30,000 odd. We sent to England for the divers because it was the only place where we could get them; there were no skilled divers in China. On the arrival of Captain Templar and the divers, we proceeded with the operations. On the 26th May I received a letter from Broadbear, Anthony & Co. Captain Templar and the divers were sent to the scene of the wreck at once. We have continued the salvaging operations every year during the season for the three years. The total expense was \$172,000, while the amount recovered was \$166,000. The divers were discharged at the end of last year.

By the Attorney General: I communicated with the Insurance Company about salvaging the wreck. Capt. Warsaw told me that he knew the position of the wreck and pointed it out in the chart. The four companies paid the \$1,400 expenses and remuneration to Captain Warsaw and \$360 which I paid here for the charter of the *Yotung*. When he came back the expenses altogether had been \$1,812. The Companies at that time did not think it advisable to go on with the salvage on account of the season; they did not think there was any danger of the wreck being covered up with mud. I did not hear of the fitting out of the *Scotland* until I hear it privately. I could not be mistaken as to the *Scotland* not being under weigh at the time I served the notice on Capt. Holcombe. I only saw the mate on deck, and if anybody else were on board, they must have concealed themselves in the cabin. I delivered a letter for Broadbear, Anthony & Co. at their office. The *Aden* was a very expensive vessel, she cost us \$9,500 a month, and an equal amount for coal. She cost about \$20,000 for the three months she was employed. She consumed a great deal of coal, but her work fairly well. She was the only vessel we could get at the time of the charter, and having chartered her for three months we were bound to keep her. The four local companies contributed to the expenses in the first instance. We have not yet asked for any of the expenses from the others. If the treasure in the *Japan* had not been recovered, they would have had to pay their share. I suppose they would pay. That is a usual thing. We are as much interested as they are, and if we pay our share, we expect them to pay theirs. As underwriters here, we represent underwriters everywhere. The \$172,000 expended in three years during the season for the three years, included the purchase of the vessels and diving apparatus. They would be worth \$24,000. We are not using the diving apparatus for salvaging the *Dumail*. The apparatus would sell for very little after it had been used. The divers received a proportion of the amount raised as per agreement, and we did not pay any gratuity except in the case of Mr. Thomas, who received a gratuity. The expense incurred in searching for the vessel is, I think, reasonable. All the treasure saved was brought to Hongkong except a small amount sent by Capt. Roberts to buy provisions. About \$133,000 was lodged in the bank. I do not know what there was at the time of the arrest. The Bank might have retained a few of the blackened dollars, but the Bank has accounted to me for all the dollars there were in the bank. I don't know what the Bank did with the saved money.

By Mr. Haylar:—When the dollars were recovered, I sent them to the bank at a certain rate, and it credited me with the amount. The *Scotland* expedition forced us to undertake salvaging operations before we had time to communicate with the distant underwriters.

Capt. J. P. Roberts was called:—I am a master mariner and am marine surveyor in Shanghai. I have turned my attention for a great many years to salvage operations.

In 1874-75 I floated the P. M. S. S. *Alaska*. I stayed at Messrs. Olyphants' and had many conversations with Mr. Geary as to the salvage of the *Japan*. I communicated with Messrs. Augustine Heard & Co., and I was engaged on the 18th January 1875 to save the *Japan*. (Letter of instructions put in and read.) In pursuance of these instructions I proceeded to Swatow on the morning of the 17th. I saw the *Scotland* off Cheang Point, about 50 or 60 miles from Hongkong, beating up against the N. E. monsoon. On arrival at Swatow, I saw the U. S. Consul, and the Commissioner of Customs, Mr. Hammond. I engaged an interpreter named A-show to go to Tungao overland. They had no definite information at the Consulate at that time, only rumours. I left Swatow on the 20th for Tungao, arriving there on the 22nd. It is about 30 or 40 miles from Swatow overland. Along the road I got no definite information. When I got to Tungao, the *Scotland* was anchored off the roads. I communicated with the head-man of the village, and hired twenty boats at first for the purpose of seeking for the wreck. The *Loiterer* arrived on the 23rd. I saw Capt. Holcombe, who said it was a hopeless job. On the 24th January I began the dragging with my twenty fishing boats. I think the *Scotland* did not have any fishing boats—not at the time. I wrote a letter to Capt. Holcombe (put in) and he sent me a reply. After the arrival of the *Loiterer*, we were dragging with double grapnel; our fishing boats dragged with their own nets. The *Scotland* dragged with single grapnel. On the 1st February I put in at Haimun Bay. The *Scotland* employed fishing boats to drag from the 30th January while we began on the 24th. The *Scotland* was not there then. I put in there because the weather was too bad. I made that place the base of my operations. The mode I adopted was to sweep a three-mile circle with one-mile spaces continued to do this from day to day as far as weather permitted. On the 6th February the *Scotland* came into Haimun Bay; she did not come into drag because the weather was bad. She dragged with fishing-boats. While dragging in this way, the first time I came to any obstruction was on the night of the 16th February; it was bad weather then. We were drifting down with the wind at a space of two miles apart. The rope was broken by the obstacle. We brought up to the drag, and *Loiterer* anchored over the obstacle during the night. The next morning the weather became very bad and we had to take shelter. On the 11th March we recovered the rope through a fishing-boat. She was anchored about half a mile from the *Scotland*. The boat had a pile of rope of the grapnel, as much as she could take. The boat picked up the rope with their net. The people said they got it in the direction of the *Scotland*. We recovered the balance of the rope, about 7,000 feet. I went on board the *Scotland* and saw Captain Holcombe did not know what the obstacle was at the time; he said a diver named Robinson had tried to go down, but that he could not get to the bottom. I had no diver with me, so that I could not ascertain what that obstacle was. I then went back to Hongkong, leaving the *Loiterer* there. After that time, the matter was practically left as it was until several months afterwards, when our divers arrived. The people on board the *Scotland* did not know what the obstacle they were anchoring over was. Capt. Holcombe came on board the *Little Orphan* and said to me that if I would give him a stick of dynamite he would go down, but I declined to do that. I gave him, however, one letter in which I did not commit myself in any way, and he then said that he would leave with much pleasure. I afterward bought the boat and buoy from him, and he left. After this, we began dragging again for the wreck.

At this stage the case was adjourned till Saturday next, at 10 a.m.

NEWS BY THE FRENCH MAIL.

The Messageries Maritimes Company's steamer *Amazon*, Captain Mortemard, from Marseilles with dates to the 18th ultimo, arrived this forenoon with the London mail of the 11th January.

REUTERS' TELEGRAMS.

Athens, Feb. 8.—The army has been ordered to stop the invasion of the Turkish territory, the Powers having promised to protect the northern Greek provinces.

Constantinople, Feb. 8.—In accordance with the terms of the armistice the Turkish troops have evacuated their lines and fortifications at Constantinople, and the Russian troops have entered the lines.

London, Feb. 8.—There is great excitement in the House. The Rt. Hon. Sir Stafford Northcote, Chancellor of the Exchequer, partially confirms the news of Russian advance, and the Rt. Hon. W. E. Forster (late Vice President Committee of Council under the Liberal Government) withdraws his amendment against proposed grant of £20,000,000 sterling for military purposes.

London, Feb. 8.—The House of Commons has agreed to the grant of £20,000,000 sterling.

Sir Stafford Northcote states that, in consequence of the terms of the armistice and possible troubles in the Turkish Capital, a portion of the Mediterranean Squadron has been sent to Constantinople for the purpose of affording protection to British subjects, if required.

London, Feb. 10.—At the approaching Conference, England will insist upon the passage of the Dardanelles and access to the Black Sea being free to all nations.

The security of communication with India will also be insisted upon.

TELEGRAPHIC SUMMARY.

(From our Exchanges.)

London, Jan. 28.—It is currently reported that the Duke of Buckingham succeeds Lord Carnarvon in the Cabinet. Lord Derby will retain office provisionally. The withdrawal of his resignation is understood to depend upon whether Government will press the vote for the extra six millions required on account of naval and military preparations. In yesterday's sitting of the House of Commons, there was a debate on the Indian Budget, during which Lord George Hamilton spoke in defence of Sir John Lubbock's proposals, and deprecated their discussion at present as premature.

Major-General Trenchard has been appointed Commander-in-Chief of the Forces at the Cape.

Sir Arthur Phayre, Governor of Mauritius, has been created a Knight Grand Cross of Saint Michael and Saint George.

Athens, Jan. 28.—Demonstrations in

favor of war with Turkey continue to be made. It is asserted that the Greek Ministry intend hostilities, should the Chamber of Deputies consent to such a step.

London, Jan. 27.—The British Mediterranean squadron has entered the Dardanelles, but will withdraw directly to Besika Bay, where it remains till further orders.

Berlin, Jan. 27.—The North German Gazette states that the alliance between the three Emperors remains unshaken.

London, Jan. 28.—The French Mediterranean squadron and the Italian squadron have been despatched to the Levant to protect the interests of their respective countries.

London, Jan. 28.—An engagement has taken place midway between Demotika, about twenty miles to the south of Adrianople and Constantinople. Lord Derby returns to office in consequence of the recall of the fleet from the Dardanelles and on the representations of his colleagues. An armistice has not yet been concluded.

London, Jan. 28.—In the House of Commons this evening Sir Stafford Northcote, in bringing forward his motion for a supplementary vote in the Army and Navy estimates, laid before the House the conditions of peace required by Russia, which, though unofficial, were, he said, authentic. They are that the whole of the Bulgarian Empire shall form an autonomous tributary principality under a Christian ruler, who is renounced, will be appointed by Russia, and that the Principalities of Rumania, Montenegro and Servia shall obtain their independence together with enlarged frontiers. As regards Bosnia and Herzegovina, they are to have administrative autonomy, whilst numerous reforms are set down for the other Christian provinces. It is not yet arranged whether the indemnity is to be a pecuniary one or whether it will be exacted by a cession of territory or otherwise. An ulterior agreement is to be made for the protection of Russian interests in the Straits of the Dardanelles. Sir Stafford Northcote said that these conditions would destroy the keystone of Southeast Europe, and, moreover, would afford European and British interests. A separate treaty between Russia and Turkey was inadmissible and a European Conference was required. Austria agrees with England, but possibly Russia would be paramount at such a Conference. The extra six millions, he said, were required as a vote of confidence in the Government and as a means of giving England suitable prestige at a Conference. The order for the entry of the British Fleet into the Dardanelles had been rescinded, because Russia and Turkey both agreed that the question of the Straits should be referred to a Conference. The House approved of an adjournment of the debate until Thursday. The latest advice states that the Russians are advancing towards Constantinople.

London, Jan. 29.—The Russian troops have arrived before Tcherik, about 60 miles from Constantinople and on the line of railway. The town has been evacuated by the population. The Russian headquarters have been transferred to Adrianople. The Russians are marching against Komuljina, situated near the shores of the Gulf of Thasos.

London, Jan. 30.—The garter left vacant by the death of the Marquis of Ailesbury was offered to the Earl of Beaconsfield, who has declined to accept it. In the House of Commons last night the leaders of the Liberal party announced their intention of bringing forward an amendment to Sir Stafford Northcote's motion refusing to grant extra supplies. There is great mortality at Erzerum in consequence of the prevalence of typhus fever.

London, Jan. 30.—A coolness has arisen between Austria and Russia. The Chancellor of the Exchequer (Sir Stafford Northcote), replying to a question in the House of Commons, said he doubted if a strict alliance existed between the three Emperors.

London, Jan. 31.—A despatch from the Right Hon. A. H. Layard, the British Ambassador at Constantinople, dated Jan. 29, states that the Porte instructed its Commissioners on the 23rd to accept the conditions of peace. No reply has been received, notwithstanding repeated inquiries and the fact of the telegraph to Kezualik being open.

London, Jan. 30.—A telegram received in London last night reports the death on Sunday last (8th January) of Sir Edward Crewe.

London, Jan. 31.—The Russians have occupied Osmanbazar, Rasgrad and Kirdilishe. The Turks are retreating to the fortresses. Lieut. General Shute has been appointed Colonel of the 16th Lancers.

London, Jan. 31.—In the House of Commons this evening the Chancellor of the Exchequer (Sir Stafford Northcote), replying to a question, said communication was now interrupted between Gallipoli and Constantinople. Mr. W. E. Forster moved that the Commons reject Sir Stafford Northcote's motion for an extra grant of six millions pounds sterling on account of naval and military preparations. Mr. Cross said that the object of the British Government was to obtain a lasting peace, and that as the Russians continue to advance Constantinople, the Government intended persevering in their demand for extra supplies which he said were not necessary for warlike purposes. England must be heard in any final settlement between Russia and Turkey, and must be backed by the present estimate. The House approved the adjournment of the debate until tomorrow.

Constantinople, Feb. 1.—The Russian army is steadily advancing on Constantinople in three columns.

Petersburg, Feb. 1.—Prince Gortschakoff has suppressed an article on the conditions of peace which relates to the passage of the Dardanelles by Russian ships, agreeing to refer the same to the European Powers for decision.

London, Feb. 2, midnight.—The Times has received a telegram stating that the Greek Chamber of Deputies has approved of a resolution of confidence in the Government, empowering war measures, which is considered tantamount to a declaration of war against Turkey. The Chief Secretary for Ireland, Sir Michael Hicks-Beach, has accepted Lord Carnarvon's seat in the Cabinet. In the House of Commons tonight, the Chancellor of the Exchequer, in replying to a question said that the Turkish Ambassador in London had received a telegram from the Porte, stating that the general bases of an armistice and peace were to be signed on the 30th January at Adrianople.

Athens, Feb. 2.—12,000 Greek troops have been ordered to cross the Turkish frontier to-morrow morning. The Greeks intend to occupy Eplura, Massouda

and Thessaly for the purpose of maintaining order and preventing the massacre of the Christians in those provinces. The Greek Chamber of Deputies has voted ten million drachmas for war purposes.

London, Feb. 2, 8.35 morning.—The House of Commons resumed last night the debate on supplies. The Right Hon. Messrs. Goschen and Lowe spoke in support of the Liberal amendment to Sir Stafford Northcote's motion. Sir M. Hicks-Beach spoke in warm defence of the extra grant of six millions. The debate will be resumed at 9 o'clock on Monday.

London, Feb. 3.—The Turks will evacuate the fortresses along the Danube, besides the fortress of Erzerum.

London, Feb. 3.—Russia has agreed to Austria's proposal for a European Conference to settle the European questions arising from the war.

The basis of the Russian peace conditions has been signed.

Constantinople, Feb. 3.—Advices have been received that a Russian attack on Batoum has been repulsed. The preliminary protocol of the armistice has been signed, and hostilities are suspended.

London, Feb. 4.—The Russians have occupied Rodosto. The peace conditions have been published. They are the same as were communicated by Sir Stafford Northcote to the House of Commons.

Athens, Feb. 4.—The Greek troops in Thessaly have been ordered to avoid attacking Turkish troops.

The Turkish Minister to Greece will remain.

The Cretan insurgents have declared the union of the island with Greece.

Vienna, Feb. 4.—Austria has invited the signatory powers of the Treaty of Paris of 1856 to a Conference to be held at Vienna to settle European questions arising from the Russo-Turkish war.

Constantinople, Feb. 4.—The bases of an armistice and peace having been signed, the blockade of the Black Sea has been raised.

London, Feb. 4, Midnight.—The House of Commons this evening resumed the debate on supplies. Mr. Gladstone made a speech, in which he suggested that, instead of the extra six millions of money being granted, an address be made to the Crown in assurance of the nation's united support at the forthcoming Conference. Mr. Hardy, however, on behalf of the Government, insisted on the necessity of the six millions being granted.

INDIAN TELEGRAMS.

Madras, Jan. 28.—A crowded and enthusiastic meeting of all classes of the community was held in the Banqueting Hall this evening, the Governor presiding. The following resolutions were unanimously carried:—"That this meeting conveys on behalf of the people of Southern India its expression of heartfelt gratitude for the sympathy and support so nobly and generously accorded by the people of Great Britain, the Colonies, and India, for the relief of the distress caused by the famine during the last eighteen months. It also tenders its cordial thanks to the (late) Lord Mayor of London, the chief towns of Great Britain, and to the Mansion House and all other committees for the earnest and energetic aid afforded; also to the Governor for the interest taken by him in the famine relief work."

Calcutta, Jan. 23.—General Roberts and staff have returned. It is uncertain when they go again to Shergarha. The 9th Foot remains at Fort Mackeson. The remainder of the Peshawar force has joined General Keyes's force. 600 of the Agorres Afridis marched through the Kohat Pass on the 21st to join the Jowakis. Captain Watson, 17th Cavalry, was riding with an escort through the Pass, was fired at. Two of the escort's horses were wounded.

Calcutta, Jan. 24.—The Jowakis, it is reported, have sent to Jummoo asking for terms. The remainder of the Peshawar force returns to day from Kohat to Shergarha. Zukhel Khoyls and not the Agorres have joined the Jowakis.

Calcutta, Jan. 28.—The whole of the Peshawar force except the 14th and 27th Regiments has been ordered to return. It is still uncertain whether the Jowakis have accepted the terms imposed. It is conjectured they will accept them.

Madras, Feb. 1.—The rumour with reference to the Duke of Buckingham having been appointed Secretary of State for the Colonies in the coalition Government, is founded. The appointment was offered to and accepted by Viscount Sandon, Vice-President of the Committee of Council on Education. Sir Andrew Clarke has arrived here on the business of the harbour works. It is probable that the estimated cost, 55 lakhs of rupees, will be increased by 50 per cent.

Shanghai, Jan. 21.—The

NOTICES TO CONSIGNEES.

FROM HIOGO AND NAGASAKI.

THE S. S. State of Alabama having arrived from the above Ports, Consignees of Cargo are informed that their Goods are being landed at their risk into the Godowns of the Underigned, whence and/or from the Wharf or Barge delivery may be obtained. No Fire Insurance has been effected. Goods remaining undelivered after the 27th instant will be subject to rent.

JARDINE, MATHESON & Co.
Hongkong, February 20, 1878. f27

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.
H. DU POUEY,
Agent.

Ex "Ara."
EG Mr A. Marty, 11 pieces Wood, from 3 cases Shells, Saigon.
FP (in diamond) No. 177/8 Order, from 2 cases Hats, London.
Hongkong, February 13, 1878.

Mails.



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London.
Also,
Bombay, Madras, Calcutta, and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship INDUS, Captain S. D. SHALLAND, will leave this on THURSDAY, the 28th February, at Noon.

Tes and General Cargo for London, will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle. For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, February 14, 1878. f28

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be dispatched for San Francisco via Yokohama, on or about FRIDAY, the 1st March, at 5 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai. Freight will be received on Board until 4 p.m. of the 28th instant. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on RETURN PASSENGER TICKETS. For further information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMERY, Agent.

Hongkong, February 1, 1878. mol

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year, and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms may be made.

Agents have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN,
Manager.
Hongkong, February 22, 1878.

Intimations.

NOTICE.

A. MILLAR & Co.,
PLUMBERS, AND GAS FITTERS,
Queen's Road East,
HONGKONG.

September 15, 1877.

Volume Sixth of the
"CHINA REVIEW."

Now Ready.

No. III.—Vol. VI.

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Short Notices of New Books and Literary Intelligence.
Notes and Queries:—
On Silk-worm Oaks.
Native Literature on Chinese Porcelain.
A Chinese Advertisement.
Studies of Words.
Distillation in China.
A Chinese Coin.
The Desert of Gobi.
Books Wanted, Exchanges, &c.
China Mail Office,
Hongkong, January 14, 1878.

AH YON,
SHIPS' COMPRADOE AND STEVEDORE,
No. 57, Praya War.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum. The charges for advertisements are now assimilated to those of the China Mail. The annual success which has attended the Chinese Mail makes it an admirable medium for advertisement.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address
Mr OHUN AYIN,
Manager,
China Mail Office,
17th February, 1874.

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTREY,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored thereon, at current local rates, subject to a Discount of 20% on the Premium.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals on any other information, apply to
ARNOLD, KARBURG & Co.,
Agents Hongkong & Canton.
Hongkong, January 4, 1877.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored thereon, at current local rates, subject to a Discount of 20% on the Premium.

Proposals for Life Assurance will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals on any other information, apply to
ARNOLD, KARBURG & Co.,
Agents Hongkong & Canton.
Hongkong, January 4, 1877.

INSURANCES.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL—Fully Paid-up—The 420,000
FARMER'S RESERVE—200,000
SPECIAL RESERVE FUND—75,000
Total Capital and Accumulations—The 725,000
done this date.

Directors.

F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., J. KERR, Esq.,
M. P. EVANS, Esq., J. O. LUCAS, Esq.

Secretaries.

Messrs. RUSSELL & Co., Shanghai.
London Bankers:
Messrs. BARNES BROTHERS & Co.

Agencies in:

HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.
Subject to a charge of 12% for interest on Shareholders' Capital. ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1877. ocl

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co.,
General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Policies at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Act of Parliament.

ESTABLISHED 1809.

CAPITAL \$2,000,000.

THE Underigned AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1875.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

Kwok Achong, Merchant.
Pang Yik, Merchant.
Ho Bai, of Hop Yik Chan, Merchant.
Loo Yee, of the Yee On Hong, Merchant.
Lai Sing, of Lai Hing Firm, Merchant.
Cheung Sing Yung, Merchant.
Onoy Chan, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on BUILDINGS and on Goods stored therein at CURRENT RATES, subject to Discount of 20% on the Premium.

OFFICE, 48, Bonham Street,
Hongkong, August 23, 1877. an23

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1868.

Merchant Vessels in Hongkong Harbour.

Exhibitors of late Arrivals and Departures reported to-day.
To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour or midway between both shores are marked C, in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedlar's Wharf.
6. From Pedlar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name	Captain	Flag and Rig	Tons	Date of Arrival	Consignees or Agents	Destination	Remarks
Steamers							
Albatross	F. Ashton	Brit. str.	386	Jan. 27	Douglas Lapraik & Co.	Haiphong	
Amazon	McKernan	Foh. str.	2650	Feb. 21	Messageries Maritimes	Shanghai	K'loon Dock
Ambrosia	Booy	Brit. str.	973	Feb. 15	Meyer & Co.	Shanghai	23rd inst.
Anchoy	Dwyer	Brit. str.	876	Jan. 8	Stamensen & Co.	Shanghai	Laid up
Anchusa	Jackson	Brit. str.	1304	Feb. 20	Butterfield & Swire	Shanghai	K'loon Dock
Bellona	Ahrns	Ger. str.	789	Feb. 19	Wm. Pustau & Co.	Australian Ports	23rd inst.
Bertha	Langley	Brit. str.	1421	Jan. 21	Geo. R. Stevens & Co.	Swatow	Laid up
Bombay	Green	Brit. str.	749	Feb. 12	Kwok Achong	Manila	K'loon Dock
Butana	Tremoya	Span. str.	838	Jan. 29	Russell & Co.	Shanghai	K'loon Dock
Camoos		Brit. str.	95	Oct. 2	Kwok Achong	Shanghai	K'loon Dock
China	Ackermann	Ger. str.	648	Feb. 3	Stamensen & Co.	Shanghai	K'loon Dock
Chinkiang	Orr	Brit. str.	738	Feb. 21	Stamensen & Co.	Shanghai	K'loon Dock
Douglas	Pittman	Brit. str.	864	Feb. 17	Douglas Lapraik & Co.	Coast Ports	K'loon Dock
Emu	Bianco	Span. str.	230	Feb. 20	Remedios & Co.	Manila	To-morrow
Flintshire	Thomas	Brit. str.	1243	Dec. 23	H. Kier & Co.	Singapore and Penang	K'loon Dock
Golden Horn	Alton	Brit. str.	1024	Jan. 25	Wm. Pustau & Co.	Tamau, &c.	K'loon Dock
Halcyon	Abbott	Brit. str.	277	Feb. 17	Douglas Lapraik & Co.		
Kilgobry		Brit. str.	1000	Feb. 15	Kwok Achong		
Leyla	Zobichiro	Span. str.	831	Feb. 12	Gibb, Livingston & Co.		Sand's Slip
Namoa	Russell	Brit. str.	1025	Feb. 4	Russell & Co.		
Namoa	Punahy	Brit. str.	863	Feb. 1	Stamensen & Co.		
Namoa	Walker	Brit. str.	606	Feb. 12	Douglas Lapraik & Co.	Coast Ports	
Panay	Goyenchoa	Span. str.	500	Oct. 30	Kwok Achong	Swatow	
Pernambuco	Syde	Brit. str.	643	Feb. 17	Remedios & Co.		Novelty W
Radnorshire	Thomson	Brit. str.	1201	Jan. 29	Melchers & Co.	Salgon	
Rajamahatmya	Hopkins	Brit. str.	938	Feb. 9	H. Kier & Co.		
Sea Gull	Roberts	Brit. str.	48	Sept. 19	Yuen Fat Hong	Bangkok	23rd inst.
State of Alabama	Richie	Brit. str.	1533	Feb. 20	Insurance Company		
Tamau	Marcello	Foh. str.	1738	Feb. 17	Jardine, Matheson & Co.		
W. Oros de Yries	McLean	Brit. str.	478	Feb. 14	Messageries Maritimes	Yokohama	To-morrow
Washi	Hunter	Brit. str.	265	Feb. 20	G. McLean	Shanghai	Coast D
West Stanley	Ashley	Brit. str.	993	Feb. 18	Landstein & Co.	Haiphong	
Yotting	Goggin	Brit. str.	289	Jan. 20	Russell & Co.	Haiphong	
Sailing Vessels							
Alden Bessie	Noyes	Amer. bge.	842	Dec. 27	Rosario & Co.	Portland (Oregon)	
Alex. Newton	Newton	Brit. bge.	308	Feb. 1	Chinese		
Alma M. Minott	Whitmore	Amer. sh.	1100	Jan. 28	Vogel, Hagedorn & Co.	London	
Alphington	Onningham	Brit. bge.	898	Sept. 6	Wielor & Co.		For Sale
Angela	Barheyron	Foh. bge.	891	Nov. 14	Carlowitz & Co.	Melbourne & Sydney	
Anna	Green	Brit. bge.	447	Jan. 7	Edmund Schellhaus & Co.		
Annle Mary	Gibb	Brit. bge.	753	Jan. 4	Chinese		
Annle M. Small	Packer	Amer. sh.	1053	Dec. 4	Russell & Co.		
Antelope	Obatye	Brit. sh.	1808	Feb. 15	Captain		
Antipodes	Wythe	Brit. bge.	593	Jan. 16	Vogel, Hagedorn & Co.	Hamburg	
Aristos	Ericksen	Norw. bge.	928	Feb. 14	Stamensen & Co.		
B. F. Watson	Hawkins	Amer. bge.	993	Nov. 25	Vogel, Hagedorn & Co.	San Francisco	
Bonita	Stehr	Ger. Sm. sh.	841	Jan. 28	Edmund Schellhaus & Co.	Tientsin	
Broomhall	Bate	Brit. sh.	1879	Oct. 26	Meyer & Co.	London	Wanchai
Carl Ritter	Lausen	Amer. bge.	598	Jan. 8	Stamensen & Co.		
Ceylon	Kelly	Amer. bge.	661	Feb. 8	Chinese		
Charger	Ballist	Amer. sh.	1448	Jan. 28	P. & O. S. N. Co.		P. & O. W
Charon Wattana	Ulrich	Slam. sh.	666	Feb. 4	Chinese		
Christine	Wildfang	Ger. bge.	541	Feb. 1	Chinese		
City of Halifax	Evans	Brit. sh.	880	Dec. 24	Vogel, Hagedorn & Co.	Portland (Oregon)	
Comet	Norris	Amer. sh.	1188	Feb. 7	Vogel, Hagedorn & Co.		
Corona	Oromwall	Amer. sh.	150	Sept. 26	Insurance Co.		
Corona	Spence	Brit. sh.	1169	Feb. 18	Meyer & Co.		
Cuba	Shabel	Brit. bge.	320	Jan. 31	Meyer & Co.		
Danphin	Lehonnais	Foh. bg.	318	Jan. 22	Edmund Schellhaus & Co.	Newchwang	
Edward P. Beauverie	Evans	Brit. bge.	941	Jan. 22	P. & O. S. N. Co.	Labuan	
Eudoxie Adolphe	Martin	Foh. bge.	284	Feb. 15	Carlowitz & Co.	San Francisco	
F. S. Sance	Gariglio	Ital. bge.	494	Feb. 15	Thos. Howard & Co.		
Fanny	Barry	Brit. bge.	708	Dec. 28	Meyer & Co.	London	
Faughy	Degmonson	Foh. bge.	818	Jan. 12	Carlowitz & Co.	Melbourne & Sydney	Wanchai
Felix Mandelslohn	Kier	Brit. bge.	240	Jan. 15	Carlowitz & Co.		
Fidello	Barber	Ger. bge.	921	Feb. 8	Melchers & Co.		
Flodden	Bohen	Ger. bge.	817	Feb. 12	Wielor & Co.		
Freeman Clark	Fraser	Brit. bge.	837	Nov. 30	Wielor & Co.	Formosa	
Friedrich	Dwight	Amer. sh.	1336	Jan. 19	Battiss & Co.		
G. E. Munst	Heyer	Ger. Sm. sh.	205	Feb. 5	Wielor & Co.		
Georgia	Schulkin	Ger. bge.	924	Feb. 12	Melchers & Co.		
Globe	Harrison	Brit. bge.	315	Jan. 8	Wm. Pustau & Co.	Ohfoo	
Golden Spur	Farrell	Brit. sh.	736	Feb. 13	Meyer & Co.	Touron	Wanchai
Great Admiral	Thompson	Amer. sh.	1876	Aug. 19	Russell & Co.		
Hark Away	Potts	Brit. bge.	773	Feb. 12	Russell & Co.		
Herbert Black	Treat	Amer. bge.	673	Jan. 18	Rosario & Co.	Portland (Oregon)	
Herrmann	Davidson	Ger. bge.	484	Feb. 6	Captain		
Hieronymus	Koch	Brit. bg.	286	Feb. 4	Landstein & Co.		
Humboldt	Willey	Amer. sh.	1018	Feb. 18	Messageries Maritimes		
India	Dirksen	Ger. bge.	1000	Jan. 22	Melchers & Co.		
Jolan	Oave	Brit. bge.	373	Nov. 24	Carlowitz & Co.	Marseilles	Wanchai
Japan	Moberg	Russ. sh.	1365	Dec. 20	Landstein & Co.	Singapore	
Japan	Kittmann	Ger. sh.	270	Jan. 30	Stamensen & Co.	Tientsin	
Jessie Jamieson	West	Brit. sh.	504	Dec. 31	Douglas Lapraik & Co.	Keelung	Cleared
Kalaja	Root	Russ. bge.	680	Jan. 19			
Kate Watson	Gless	Brit. bge.	580	Dec. 3	Rosario & Co.		
Kenton	Colvin	Brit. bge.	687	Feb. 16	Wielor & Co.		
Lady Bowen	Fox	Brit. bge.	892	Jan. 21	Vogel, Hagedorn & Co.	Portland (Oregon)	
Lord of the Isles	Watt	Brit. bge.	317	Jan. 31	Meyer & Co.	Takow	Cleared
Lucree	Klindt	Slam. bge.	482	Feb. 12	Tak Mee		
Madeleine	Patau	Foh. bge.	416	Feb. 20	Carlowitz & Co.		
Marie	Hundewadt	Ger. bge.	428	Jan. 28	Wielor & Co.		
Mignon	Soule	Amer. Sm. sh.	484	Dec. 7	Rosario & Co.	Vancouver's Island	
Minerva	Ercaviere	Span. bge.	278	Jan. 30	Order		
Morning Star	Michaelsen	Slam. bge.	570	Jan. 5	Tack Mee		
Mosquito	Miles	Brit. bg.	197	Feb. 8	Gilman & Co.		
Moss Glen	Nicholls	Brit. bge.	549	Feb. 12	Landstein & Co.		
Niagara	Wischhusen	Ger. bge.	920	Dec. 25	Vogel, Hagedorn & Co.	New York	
Nicolaus	Stalker	Ger. sch.	167	Feb. 18	Arnhold, Karberg & Co.		
Nimrod	Clark	Brit. bge.	695	Jan. 24	Adamsen, Bell & Co.		
Northern Star	Wortley	Brit. bge.	327	Feb. 27	Wielor & Co.		
Nuevo Constante	Clarke	Span. sch.	588	Feb. 10	Remedios & Co.		
Palatine	Sawcroft	Ger. bge.	891	Feb. 19	Melchers & Co.		
Palatine	Schulze	Ger. bge.	891	Feb. 19	Stamensen & Co.		
Palatine	Tyrer	Ger. bge.	473	Feb. 17	Butterfield & Swire		
Pelno	Christiane	Ger. bge.	251	Feb. 16	Arnhold, Karberg & Co.		
Quicksheet	Barnaby	Amer. bge.	828	Jan. 4	Captain		
Rapid	Burne	Slam. bge.	429	Jan. 5	Tek-mee Hop-see		
Rubicon	Timmsen	Brit. Sm. sh.	204	Jan. 17	Meyer & Co.		
Samar	Miller	Amer. sh.	1066	Feb. 3	Vogel, Hagedorn & Co.		
Silas Fish	Williams	Amer. bge.	702	Feb. 18	Meyer & Co.		
Sophie	Binge	Ger. bg.	210	Feb. 21	Wielor & Co.		
Star of India	Holloway	Brit. bge.	1040	Feb. 14	Adamsen, Bell & Co.		
St. Anne	Francois	Foh. bg.	288	Nov. 2	Carlowitz & Co.		
Sully	Bare	Foh. bge.	387	Jan. 4	Carlowitz & Co.		
Sumatra	Olong	Amer. sh.	1090	Sept. 11	Russell & Co.	K'loon Dock	
Tartar	Kaemena	Ger. bg.	256	Jan. 11	Melchers & Co.		
Theresa & Nelly	Fleurior	Brit. bge.	885	Feb. 9	Carlowitz & Co.		
Thomas Bell	Gruppelle	Brit. sh.	883	Feb. 11	Rosario & Co., Limited		
Titan	Berry	Amer. sh.	1270	Feb. 12	Wielor & Co.		
Tokates	Harlison	Brit. bge.	803	Feb. 13	Stamensen & Co.		
Toto	Bakker	Dut. bge.	218	Feb. 26	Wielor & Co.		
Uzush	Harden	Brit. Sm. sh.	583	Jan. 12	Wm. Pustau & Co.	Manila	Coast D
Vega	Nordvred	Norw. bge.	500	Jan. 12	Wm. Pustau & Co.		
Velocity	Martin	Brit. bge.	918	Jan. 18	Wielor & Co.		
Warrior	Baumann	Amer. bge.	805	Feb. 19	Meyer & Co.		
Wealthy Pendleton	Shuchard	Amer. bge.	1099	Jan. 18	Rosario & Co.		
Wildwood	Herrmann	Amer. sh.	701	Feb. 7	Kin-ye-ling		
Young Slam	Benedictson	Slam. sh.	701	Feb. 7			
WHEAMFOA							
Hani	Mout	Ger. bge.	812	Feb. 8	Wielor & Co.		
Papa	Blaze	Ger. bge.	892	Feb. 8	Stamensen & Co.	Newchwang	
Perla	Lahr	Brit. bge.	878	Feb. 15	Edmund Schellhaus & Co.	Ohfoo	